



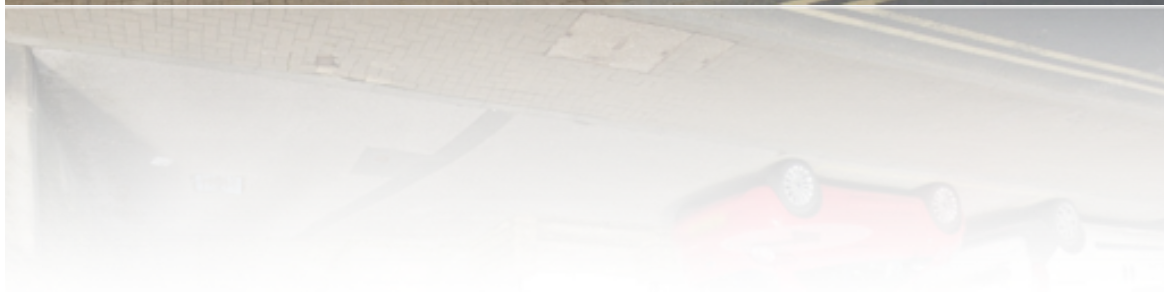
Change of use from former bank to  
Student Accommodation and  
commercial unit.  
9a Derby Street,  
Ormskirk

R A L Architects  
Studio ONE  
The Glasshouse  
32-38 Market St.  
Southport  
PR8 1HJ

**R.01**  
**Design & Access Statement,**  
**Planning Statement,**  
**Heritage Statement.**

T: 01704 88 55 11  
F: 01704 88 55 22

[studio@ralarchitects.com](mailto:studio@ralarchitects.com)  
[www.ralarchitects.com](http://www.ralarchitects.com)



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## **Client Brief**

McComb Property Company appointed RAL Architects to develop a mixed scheme for a commercial unit and student housing at 9a Derby Street, Ormskirk. A similar scheme having been successfully designed by RAL further along Derby Street at 'The Elms'. Whilst the building is not listed, it is situated within the Ormskirk's conservation area, and is a positive contribution to it, forming part of a collection of buildings built in the early 1800's. The client is keen to maintain the original elements of the facade in order to maintain the historic street scene.

The client required generously proportioned rooms built to a high specification, each with en-suite showers. The rooms are to be arranged in to 2 clusters of 4 with a communal lounge kitchen and dining area provided for each cluster.

## Site Location

The development is located at Number 9a Derby Street, a short walk from Ormskirk Station.

The site covers approximately 1425 sq.m. It is located in the Ormskirk Town Centre Conservation Area, and is conveniently positioned 200m from a train station, 21m from the nearest bus stop and 1350m from Edge Hill University.

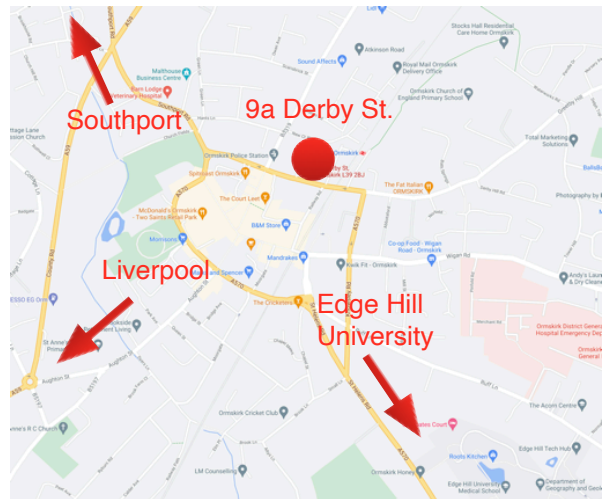
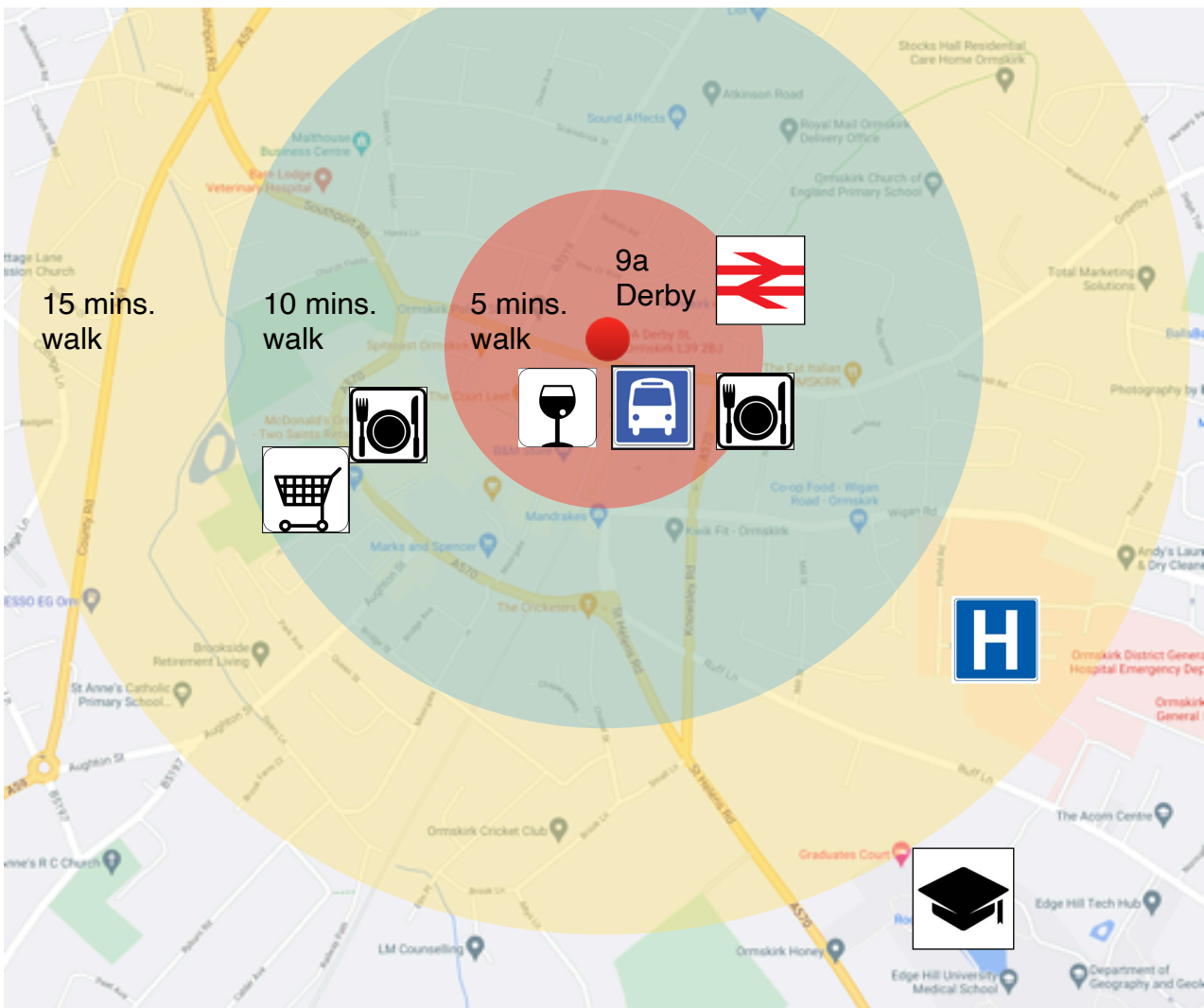


Fig 1. Location Map

Fig 2. Amenity Map



## Impact on Conservation Area:

The building was constructed in 1822, and was last used as a bank. The proposal will retain an 'E' class use at ground floor level and the client is in active discussions with a potential tenant. The reinstatement of commercial use at ground floor level will ensure an active frontage on Derby Street. The front elevation will remain the same, with existing windows being refurbished and retained. Windows to the side elevations will be replaced with UPVC double glazed frames for greater thermal efficiency. The later additions to the rear elevation will be removed and the building taken back to its original footprint, apart from a small extension at ground floor level.

**Fig.3**



**View looking west along Derby Street.**

The proposed extension is not visible from the street .

**Fig.4**



**View looking east along Derby Street.**

The proposed extension is not visible from the street. The existing outriggers will be removed offering a more open outlook to the rear access road off Derby Street.

## Design:

**Use:** The building will be converted to student Accommodation (Use class C4) at rear ground and first floor levels, with commercial use class 'E' remaining at entrance level.

**Amount:** In total there will be 8 en-suite rooms along with 2 communal lounge / dining / kitchen areas, arranged in two 'clusters' with separate entrances. The removal of the later additions will dramatically reduce the building's scale, with the total existing combined footprint being reduced from 681m2 to 540.9m2.

An enclosed secure cycle shelter for 8 bikes will be provided for the student residents. 15 parking spaces are available for visitors and students using the rear and first floor, in addition there is a separate parking area for the commercial unit, including a disabled space.

A refuse compound is situated within easy walking distance from the external entrance door to residences, commercial waste will be stored internally and put out for collection on the relevant day.

**Scale & Massing:** The new build element will be limited to a single storey, and will represent a 79% reduction in floor space, the new build will be subservient in scale to the existing building. The small extension is required to provide adequate communal space for the student cluster 'A'.

### Style:

The existing front elevation will remain as is, with existing windows being restored and retained. The windows to the side elevation are currently a mixture of sash and casement windows, some with glazing bars, some not. The proposal will see all windows to the side and rear elevations replaced with upvc casements.

### Landscaping:

The rear garden is currently hard standing, but the proposal will see this area developed to provide private parking for the residents and visitor / staff parking for the ground floor commercial unit. Two new trees and three areas of shrubbery and lawn will provide an attractive amenity space for residents. A new facing brick wall will form the boundary where the outrigger was previously sited.

**Access:**

Level access is provided to all entrances in accordance with the guidance in Approved Document M.

An accessible parking space is provided to the rear parking area.

**Refuse Strategy:**

A bin store is provided adjacent the rear of the building and is concealed from view from the public domain. The commercial unit will store waste within the building, refuse bins will be put out on the designated collection day.

**Conclusion:**

The proposal as submitted represents a quality development in a fully sustainable town centre site. It fulfils a real and identified need and will facilitate the refurbishment and secure the long term future of an historic building in the town centre conservation area.

This town centre location is largely commercial, and this change of use at first floor level will therefore not have an adverse impact on a residential population. The reinstatement of commercial premises at ground floor level will create an active frontage and the introduction of residential property in this area will contribute to the vibrancy of the town centre.

## Planning Support Document:

West Lancashire Local Plan 2012-27.

Relevant planning policies:

SP1	A Sustainable Development Framework for West Lancashire
GN3	Criteria for Sustainable Development
GN4	Demonstrating Viability
RS1	Residential Development
RS3	Provision of Student Accommodation
IF1	Maintaining Vibrant Town and Local Centres
IF2	Enhancing Sustainable Transport Choice
EN1	
EN4	Preserving and Enhancing West Lancashire's Cultural and Heritage Assets

SP1: Policy: *Facilitating economic growth in the Borough, including the rural economy. Ensuring residential provision for all parts of the community. Addressing climate change through low carbon energy solutions and sustainable design and by avoiding unnecessary flood risk.*

Response: The proposal will see the ground floor tenanted once again, which would create an active frontage and contribute to the economic growth of the town. The residential provision to the rear and first floor levels will address 'residential provision' for the student section of the community. The installation of new thermally efficient windows to the side and rear, along with upgraded insulation and an electric car charging point will contribute to a low carbon footprint.

GN3: Development will be assessed against the following criteria, in addition to meeting other policy requirements within the Local Plan.

### 1. Design / Setting

In the case of extensions, conversions or alterations to existing buildings, the proposal should relate to the existing building, in terms of design and materials.

Adhere to low carbon sustainable building principles in accordance with Policy EN1.

Have regard to visual amenity and complement or enhance any attractive attributes and / or local distinctiveness within its surroundings through sensitive design, including appropriate siting, orientation, scale, materials, landscaping, boundary treatment.

Have regard to the historic character of the local landscape and / or townscape.

Response: The scheme acknowledges the importance of this building's contribution to the conservation area by restoring and retaining original features on the front elevation. Late additions that detract from the original building are being removed, and a much smaller extension added which is not visible from the street. A new section of brick boundary wall will match the existing boundary treatment.

## 2. Accessibility and Transport:

Proposals for development should:

Ensure that parking provision is made in line with the standards set out in Local Plan Policy IF2 and Appendix F.

Prioritise the convenience of pedestrians, cyclists and public transport users over car users, where appropriate.

Response: The proposal includes car parking to the rear. 15 spaces will be provided to the rear section of garden for use by resident students and McComb Students Ltd. One of these spaces will have an electric charging point. A further 4 spaces including a disabled accessible space are situated to the rear of the building for use by the commercial residents at ground floor. Secure storage for bicycles will encourage cycle use.

## 3. Reducing flood risk:

The proposal is not in a flood zone and will not increase flood risk.

GN4: The Council will seek to retain existing commercial land. It will also need to be demonstrated that there is no realistic prospect of a mixed-use scheme for the existing use and a compatible use.

Response: The use of the ground floor will remain in class E. The upper floors, previously used as offices and storage space associated with the bank at ground floor are no longer required, and would equate to a very large commercial space, making it more difficult to let. The change of use to residential will fill a gap in housing needs and create a compatible mixed use scheme.

RS1: Residential development: The proposed site is within the West Lancashire settlement boundary.

RS3: Student accommodation: When assessing proposals for conversion of a dwelling house or other building to a House in Multiple Occupation (HMO) the Council will have regard to the proportion of existing residential properties. Our proposal falls within Category B of HMO housing provision, which sets a maximum level of 10% of residential properties.

IF1: Retail and other appropriate town centre development will be encouraged within town and local centres. Our proposal retains ground floor commercial space which is compliant with this policy. Change of use at first floor will not have a detrimental impact on the vibrancy of the town centre, on the contrary, the addition of student accommodation will contribute to the vitality of the town.

IF2: Parking standards:

In accordance with this policy the proposal provides 15 car parking spaces for the 8 residents and a further 7 spaces as overflow parking for staff at McComb Students, who have offices elsewhere in Ormskirk. 4 parking spaces including an accessible disabled parking space are provided for staff from the commercial premises at ground floor. An electric charging point will be located in the parking area for students in line with standards set by this policy.



**NPPF:**

The NPPF sets out national planning policies for England. The following policies are particularly relevant to this proposal:

- Policy 11 Presumption in favour of sustainable development: The proposal meets the development needs of the area, where student accommodation is in high demand.
- Policy 83 The proposal retains a commercial unit at ground floor level whilst changing the use of the upper floor to suit current needs. This mixed use development will help build a 'strong, competitive economy'
- Policy 85 'Planning policies should 'recognise that residential development often plays an important role in ensuring the vitality of centres. This scheme will contribute to the town's vitality.
- Policy 185 Planning strategy should take into account the desirability of sustaining and enhancing the significance of heritage assets, and putting them to viable uses consistent with their conservation. The proposal seeks to restore the historic elements of this building, which whilst not a listed building does make a contribution to the conservation area in which it sits. Restoration of front windows, and tenanting the property with an appropriate business at ground floor level will ensure the long-term contribution of this building to the conservation area.

**Conclusion:**

The proposal is fully compliant with local and national planning policy.

## Heritage Statement:

The building at 9a Derby Street is identified on the Ormskirk Town Centre Conservation Area re-appraisal (2009) as a 'building which makes a positive contribution to the character of the conservation area'. The Ormskirk conservation area was established by West Lancashire District Council in 1975, it has since been extended 3 times. The council document 'The conservation areas of West Lancashire, a brief history' states that 'Derby Street contains many of the town's professional services and many important historic buildings and is a key part of the Conservation Area'. 'One of the earliest maps of Lancashire drawn in 1598 shows Ormskirk as a sizeable town, comparable in size at the time to Liverpool and Preston' many of these structures were constructed of timber, so 'during the 18th century many of the timber buildings were replaced with stone or brick buildings to prevent the spread of fire, materials coming from local quarries and pits'. The 18th century saw a period of growth for Ormskirk, which continued into the 19th century due to the first and second industrial revolutions.

There are a large number of listed buildings within the town, many form the early 19th century as is the subject of this application (1822) and whilst our application site is not listed, its contribution to the conservation area in which it sits is without question. The building was constructed as a savings bank, a use which has continued until November 2020 and along with the Model School (Now Stokers furniture shop), was among the first buildings constructed on this road. The area saw a building boom when the railway was constructed in 1849, and Derby Street became an important thoroughfare. The Nearby listed properties include numbers 5, 5a, 7, 11 and 13. Given that our site shares a materials palette and age of those listed building to each side, it is vital to maintain historic continuity.

Application site



Fig. 5. Derby Street circa 1895

## Conclusion:

The proposal seeks to restore the windows to the front elevation of this building, which will increase its importance within the street scene, and ensure the long term future of this historic building. Unsightly large later additions are removed and replaced with a modest extension to the rear which is invisible from the street. The proposal will have a positive impact on the conservation area.